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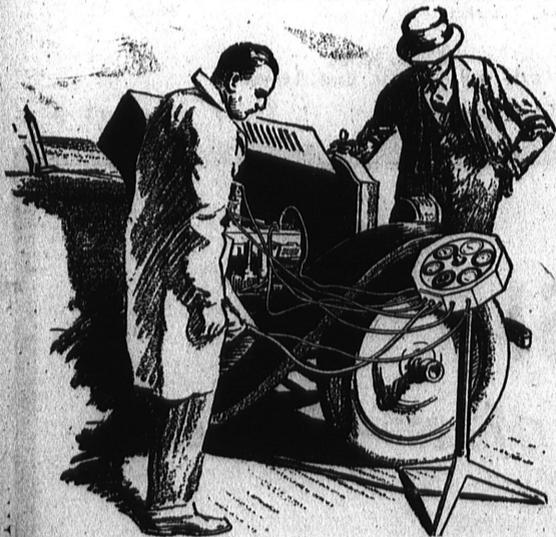
Other New Fall Suits, \$30 and \$35

SAM LEVY

1311-1313 Sartori Avenue, Torrance

DEVICE DETECTS MOTOR FAULTS WITH EASE

"Motor-Ex-Ray" Connected With Power Plant Will Reveal Troubles Accurately and Speedily, Arthur Mullin Tells Motorists



PUBLIC INVITED TO FREE TESTS ON CARS MONDAY

Uncanny precision is reflected in a new device offered the motoring public by Mullin & Son, corner Redondo boulevard and Western avenue, Torrance. The new mechanism is known as the "Motor-Ex-Ray" and its purpose is to accurately detect motor trouble. "It is not compression trouble as you thought, but merely a minor defect and can be eliminated in a short time" is the story local drivers will be used to hearing when they get the habit of using the Motor-Ex-Ray, according to

Arthur Mullin. The device is said to mean literally to the motor world what the X-ray is in the field of medicine. With scientific precision the machine tests spark plugs, wiring, condensers, valves, cylinder walls and pistons, distributors, timers and other car parts. Carburetor settings are examined through vacuum tests. The Motor-Ex-Ray finds defects that even the trained car of an expert mechanic may miss. Mr. Mullin stated that he had the only shop in the harbor district

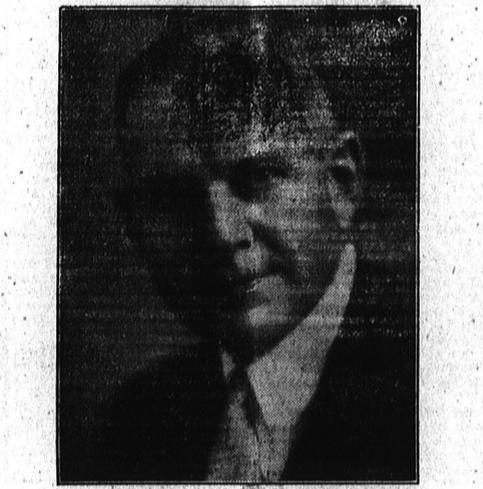
equipped with the Motor-Ex-Ray. Free Tests Monday To familiarize the public with the advantages of the Motor-Ex-Ray, Mr. Mullin has arranged a special demonstration on Monday, October 8, at which time, the public is invited to bring their cars and have them tested free of charge. Two extra Motor-Ex-Rays and factory specialists will be at the Mullin garage Monday to assist in this work. After Monday, the regular staff of mechanics will make the tests and a charge will be made for the service.

REGISTER!--Last Day October 6



ROBERT HENRY

New President of Piggly Wiggly Marvels at Growth of California



A. B. DeNAULT, President Piggly Wiggly

Confidence in the future of Southern California, displayed by a former middle-western banker at the close of the world war, has just brought ample reward to that financier and proven his judgment to have been correct. A. B. DeNault, who has just succeeded to the presidency of the 200-store Piggly Wiggly Western States Company chain grocery organization in this district, is the man. His judgment in selecting this territory as an ideal location for a growing business is vindicated by the phenomenal growth of the Piggly Wiggly chain from a two-store unit in 1918 to its huge proportions today, an organization of 200 retail stores, huge warehouses, fleets of motor trucks and a veritable army of employees. Having taken over the active direction of the huge Piggly Wiggly organization Mr. DeNault is now formulating plans for the continued expansion of the concern and declares that while heretofore his company has evidenced great progressiveness the future will see even greater heights attained along similar lines. The new executive formerly was engaged in the banking business in North Dakota, but now is a permanent resident of the Southland and in closing out his interests in the middle west and centering his activities in sunny California. "I never cease to marvel at the tremendous growth of the Piggly Wiggly organization," declared Mr. DeNault. "This growth proves that the chain store is filling a long felt want and is giving a class of service and a price-range which appeals to the public. In the future Piggly Wiggly will continue to give the best class of goods at the lowest possible prices, and we will continue to acquire and open new stores wherever and whenever it is deemed advisable." Mr. DeNault was one of the two men primarily responsible for bringing Piggly Wiggly stores to Southern California, for in 1918 he, in company with the late L. H. Ellis, obtained Piggly Wiggly rights in California over the district south of Fresno. The Piggly Wiggly Western States Company was organized and the first stores opened in Los Angeles. Mr. Ellis died less than a year after the new venture was launched and Mr. DeNault was held in the middle west for some time by interests there, but the new chain grocery was operating on so sound a basis and there was such a demand for this class of store that it could not be retarded in its growth. Slightly more than two years ago Mr. DeNault permanently moved to Los Angeles and actively associated himself with the Piggly Wiggly movement, taking the office of vice president, which position he held until taking over the presidency a few days ago.

Local Pioneer Taken by Death

George Greaves, Metallurgist at Columbia Plant Expires Sunday

George Greaves, Torrance pioneer died at his home at 1908 Andrea avenue Sunday afternoon, Sept. 30. He was born at Michigan City, Indiana and graduated from the University of Illinois in 1888. Before coming to California he was a metallurgist with the Aurora Smelting Co., superintendent of Smelter at Carbajal, Mexico, metallurgist for the Southern Car Wheel Co. at Birmingham, Alabama, and superintendent for the same company for sixteen years at Savannah, Georgia. In 1914 he came to California, and for 13 years he was employed by the Llewellyn Iron Works, now the Columbia Steel Corporation. Funeral services were held at the Stone and Myers chapel Tuesday morning with Mrs. Helen Webb reading the Christian Science service. Cremation at Forest Lawn. He left a wife, Mrs. Estelle Ross Greaves, a daughter, Marion Greaves Van Voorhis, and three grandchildren. A brother, B. Frank Greaves and a sister, Mrs. W. Q. Whitman both of Los Angeles, also mourn his passing.

Meeting of the Job's Daughters next Saturday afternoon.

The theatre party planned by the B. P. O. Deers has been postponed until further notice.

Week's World News

(Continued from page 1) ceded energy in these three states and in the grain belt. The Republicans must hold the Republican farm country in the observers agree, or Hoover may lose. Wall street odds that Smith will carry New York are now quoted at 7 to 6. Two cars crashed in New Haven, Conn. Police arrested a young man, obviously at fault for the accident, stepped from one of the cars. He was taken to the police station. "Name please," said the sergeant. "John Coolidge," Northampton, Mass," he replied. The president's son was released on his own recognizance.

Auditor Criticizes Loose Handling of Culver Funds

(Continued from page 1) pal court, \$186; city hall, \$697; while under the heading miscellaneous are the following over-expenditures: public printing \$1232; referees, \$4745; cutting weeds, \$9232; advances, \$12,499; current judgments, \$17,772; music and promotion, \$3089.

The auditors report they found 517 municipal court warrants issued during the year on which action is recorded, and received the explanation that this probably was due to the large number of fictitious names and addresses given by persons arrested. The recommendation is made that these warrants be checked and the definite reason for their not being acted upon ascertained.

Heavy Loss Suffered The auditors found that the city sustained a loss in advances and judgments totaling \$36,633 in abandoning the proposed Exposition Boulevard municipal improvement because the Board of Trustees made no arrangements for the return of advances as well as failing to secure releases from the property owners.

The records of the pound master were in such shape that the auditors could not check the licenses, and, therefore, recommended that hereafter the City Clerk or City Treasurer collect these licenses. An example of the record keeping was given by the auditors by stating that clerical inaccuracies showed a discrepancy of \$710 between the cash book of the city clerk and the accounts of the Clerk of the Municipal Court, apparently indicating that the court clerk did not retain a record of all the fines money he had turned over to the city clerk.

OBSERVATIONS

(Continued from Page 1)

owned the largest fleet of heavy undersea boats afloat and both were building and projecting more. PRESIDENT COOLIDGE realized that unless limitations were placed on ships not limited by the Washington treaty a great building race in cruisers and submarines might ensue. He therefore invited the four powers to Geneva to discuss limitations for cruisers and submarines. France and Italy determined not to curtail the submarine building programs, for they recognized that in the converging sea lanes of the English channel and the Mediterranean, undersea boats are the most potent naval weapon. France and Italy declined to attend the conference officially. Great Britain and Japan accepted.

THE conference failed. It crashed on the rocks of disagreement between Great Britain and the United States. For once the State Department refused to bury the naval requirements of the United States to the advantage of Great Britain. The chief points of disagreement were innumerable. Great Britain insisted that she needed a large number of light cruisers to protect her long trade lanes. She demanded a limitation of cruisers by total tonnage—between 600,000 and 750,000 tons in the aggregate—with no cruiser to be more than 7500 tons and carry no armament larger than 6-inch caliber.

The United States, supported by Japan, declared that such a total tonnage aggregate would not be reduction but increase in naval strength; that the powers would have to build instead of curtail. We stood out for an aggregate tonnage between 200,000 and 300,000. Moreover we insisted that if such a low aggregate tonnage were agreed upon each nation would be entitled to build cruisers up to 16,000 tons. We agreed that Great Britain needed many light cruisers, but maintained that our defense requirements made the heavier type necessary. We also held out for 8-inch guns on cruisers. The reasons for our stance were obvious. The cruising radius of a ship is in direct proportion to its weight. Nations require heavy or light cruisers depending on the distance between their naval bases and coaling stations.

Great Britain operates naval bases in all parts of the world. Her fleet can coal, find haven any place on the seven seas. Her naval stations in all parts of the globe are only 1,000 miles apart. Light cruisers with small cruising radius are therefore suitable to her needs. On the other hand our stations are widely scattered. It is more than 3,000 miles from our fleet base at San Pedro to Pearl Harbor Hawaii. It is just as far from Pearl Harbor to Guam or Manila. And Guam and Manila cannot, because of the Washington treaty be developed any more. Had we accepted Great Britain's 7,500 ton limit proposal we should have been put to a great disadvantage.

WE were equally insistent, and justly so, in the matter of 8-inch guns. Here is why. Great Britain owns the greatest merchant marine in the world. The Washington treaty stipulated that merchant ships in time of peace may be built or remodeled so that in time of war they can mount 8-inch guns. If we agreed at Geneva to a limit of 6-inch caliber guns on cruisers we would have been crazy. In time of war Great Britain could transform all of her many merchant ships into very potent vessels of war. Mounting six-inch guns they would have a range equal to our cruisers. Her wartime tonnage of cruisers would be so far ahead of any other nation that her prowess would be insurmountable. Truly would she rule the waves.

QUITE rightly, then, Mr. Hugh Gibson, our able representative at Geneva stood pat, backed by the State Department and the President.

The Geneva failure disappointed peace-loving people both here and in England. Before the conference broke up both Mr. Gibson and Sir Austen Chamberlain discussed with some alarm the threat of a cruiser-building race between Great Britain and the United States.

So the question of limitations was left open for later discussions. It behooved us therefore to prepare for those future deliberations. We did so. President Coolidge recommended to Congress a great cruiser-building program to extend over a long period of years. Unmindful of Geneva ignorant pacifists the country over flooded Congress with petitions opposing the cruiser program. In the face of this aroused but ignorant public opinion Congress shelved the naval bill. How John Bull must have laughed up his sleeve!

ENCOURAGED by the failure of Congress to deal the administration an act for use in future limitations effort, Downing street started machinations with France. A secret treaty was signed. It embodied all of the contentions which Great Britain had insisted upon and which we had opposed at Geneva. American newspapers, always alert, discovered the existence of the treaty, made its purport public, much to the concern of France and Great Britain. The text of that treaty has never been made public, but its contents in part were divulged to the United States. Our note followed, bluntly repudiating our contentions at Geneva, sharply declaring that we would never be a party to any such agreement, but declaring—ah, clever piece of diplomacy—that we would be willing to agree with all nations to abolish submarines forever. (France wants more and more subs.) They are a great weapon against Great Britain if ever needed. And Great Britain would be delighted to abolish them from the seas, for the same reason.

NOW, one should ask why the United States and Great Britain should be so watchful of the navies of one another. It is a logical question in view of all this hands-across-the-sea talk. But the answer is as plain as day.

Since the war and under the guiding hand of Herbert Hoover we have steadily increased our foreign trade to the detriment of Europe and particularly of Great Britain.

We are taking the South American market. We are even winning British customers in Australia, New Zealand, Africa. Beneath all the talk of navies clucks the question of commerce. I quote an article by Isaac F. Marcson in the Sept. 29 number of the Saturday Evening Post. He writes: "Allowing for the depreciated dollar, our exports are 58 per cent higher than in 1913. In actual volume, they are 129 per cent greater than in the period between 1910 and 1914. During 1927 our commerce reached the immense total of nearly \$5,000,000,000. An item once regarded as mere velvet—the sporadic movement of surplus stocks—is now necessary to our well-being. Although exports are seldom more than 20 per cent of our production, this one-fifth represents the difference, in many instances, between profit and loss. No less striking is the increase in our foreign investments. In 1913 they were \$1,950,000,000. Today they reach more than \$13,000,000,000 and this does not include the \$10,000,000,000 war debt.

"Our new place in the markets of the world was no self-starting proposition. It has been attained largely through the close-knit organization and far-flung activities of the foreign service of the Department of Commerce. In this work, which touches every American farm and fireside in some way, the vision, knowledge and economic statesmanship of Herbert Hoover registered an outstanding achievement.

"No student of Englishman once remarked to me: 'Our competition is not only with American industry but also with the American Department of Commerce.'"

WHAT are navies for? Primarily they are for the purpose of protecting commerce. The vast increase of American foreign trade motivates the whole naval policy of Great Britain as well as our own. What is the answer? It is this: Congress should pass the administration's naval bill quickly at the best session. That answer should be written large all over America. Not because we wish to engage in a naval race, but because we must back up our diplomats in their effort to secure naval reduction. If Great Britain knows Congress will not stand for substantial naval construction she will play horse with us at every naval conference to come. The five powers are slated to meet in 1931. Naval limitations is due to come up soon before the League of Nations. The secret pact lines France up with Great Britain and against us. Let's give our government something to strengthen our contentions. But there is something more we can do. In the matter of protecting that foreign trade and increasing it, it might be well from the important standpoint of national prosperity and the marketing of our yearly surpluses to go to the polls on Nov. 6 and elect Mr. Herbert Hoover, president of the United States.

FIRE BURNS SHACK Council Lets Lighting Job

Fire of unknown origin broke out in shack at 219th and Denker streets in the shoeing strip, shortly before 11:00 p. m. last Saturday night. Torrance fire department was called out to extinguish the blaze. Estimated damage was \$400 or thereabouts. The place was uninhabited, and had been for a long time. At the time of writing, the owner of the property had not been located. (Continued from Page 1) live is appreciated by the corporation. A letter from H. J. Scott was read offering to act as inspector of the lighting system installation for \$1.00 an hour. At council took no action except to authorize the city engineer to engage an inspector.

Infant Drowned In Fish Pool

Baby Son of Keystone Family Meets Tragic Death

While his mother was busily occupied in the kitchen of their home at 341 Wilmington street last Thursday afternoon, little Jimmie Oltine, baby son of what was Mrs. James Oltine, was drowned in a fish pond in the yard of their neighbors, Mr. and Mrs. George Koehler, from whom they had rented their house just two weeks previous. Little Jimmie was 21 months old the way that he was drowned. Mrs. Koehler took the child to Torrance immediately after he was found in the pool and the pumpmotor was used for three-quarters of an hour, to no avail. Besides his parents, he is survived by one sister, Inez, six years old. Funeral services were held on Saturday at one o'clock at St. Peter's Catholic church in Wilmington with interment in Forest Lawn cemetery, Glendale. The sympathy of the entire community goes out to the bereaved family who came here from Wilmington just a fortnight ago.

Sell Mission Play Tickets at C. of C.

Season tickets to the Mission play at San Gabriel may be obtained at the Chamber of Commerce at half price. Books of \$20 value may be had for \$10, and \$10 books for \$5. These books are on the order of script books, the ticket office at San Gabriel tearing out script to the amount of the price of seat desired. Thus seats cost just half price, and the entire family or friends of the family may all use the same book.

Register! Register! Register!

ARE YOU REGISTERED? If not you have only until midnight Saturday, Oct. 6 to do so. If you have not registered since Jan. 1, 1928, you must do so in order to vote at the Presidential election on Nov. 6. If you have registered since Jan. 1, BUT HAVE CHANGED YOUR RESIDENCE SINCE REGISTERING you must register again. Registrations may be made at the home of Mrs. Laura Anderson, 1510 Engracia avenue and at the home of Mr. and Mrs. Harry Paige, 1031 Arlington avenue. No registrations can be taken after midnight Saturday.



One look will tell you that

THE ELGIN Legionnaire

is alone in its field at its price... \$19 (with luminous dial... \$21.50)

This new ELGIN achievement cannot be compared, in its combination of ELGIN quality and low price, to any watch on the market. It is ELGIN through and through—movement, case, accuracy, beauty, and life-long service. Come in and see the four handsome new models.

BAKER SMITH

1318 Sartori Ave. Opposite Woolworth's